

Jasmin Garibello - PPTYMRNOP

From: Iori.Okuyama@mol-liner.com
Sent: Monday, December 23, 2013 8:48 PM
To: zz-HKHKGLSV; zz-HKHKGLFM; HKHKGLMRAM; Akinobu Okumura - HKHKGLMREU; Arata Yasui - HKHKGLMRAM; Vincent Choi - HKHKGLMREU; Wai Lun Chan - HKHKGLMRAM
Cc: PA_PTYLMR-EW; EUOPE-EU; HK_FUEL
Subject: FW: <APX> MOL Efficiency non-supply LSFO & LSGO at Rotterdam
Attachments: MOL Efficiency Docs.pdf

FYI,
MOL Efficiency is now proceeding to New York with less ROB of LSFO, because bunker arrangement was failed at Rotterdam and Le Havre due to sever delay bunker barge and strike.
PVOC keep in touch with the master of MOL Efficiency and USCG for waiver of ECA regulation (consume HFO in ECA).

Meanwhile, LSFO & LSGO supply will be arranged at New York (placed order already).

Brgds,
Okuyama

From: ANDREW MONTY
Sent: Tuesday, December 24, 2013 2:02 AM
To: Miguel Rodriguez - PPTYMRNOP; Jaime Lobo - PPTYMRNOP
Cc: BNK London; HK_FUEL
Subject: FW: <APX> MOL Efficiency non-supply LSFO & LSGO at Rotterdam

Good day,

Further to recent emails and today's telecom with Jaime, we have had big problems trying to arrange LSFO supply to this vessel. This has resulted in the vessel heading to NY with insufficient LSFO onboard to meet the ECA requirements. I understand from Jaime, that PANBK will take the lead in contacting the US Coast Guard/EPA to request a waiver via the Fuel Oil Non Availability Report, (FONAR).

Please find a summary of the events:

12th December - BNKLDN placed a contract order with OW Bunker (Rotterdam office) for 2200mt LSFO380 max 1.00% S, for Rotterdam ETA 19th ETD 20th
The order was confirmed by supplier OW accordingly.

19th December – Rotterdam ops (Frits Evenhuis), contacted me around 20:00hrs London time. He advised that OW had informed the local agent that the bunker barge was suffering severe delays at the loading terminal and that the barge may not be loaded until around 23:00hrs 19th December. I called OW (Monique Twigt) and was informed there was indeed a delay at the terminal. However the exact loading time and barge arrival time at MOL Efficiency was not known, but OW would do their best.

I discussed with Frits whether the vessel could wait for the bunkers, but was informed that the vessel had to leave the ECT berth by 07:00hrs local time, due to a planned crane movement.
We also discussed whether the vessel could go to a lay berth, however due to the fact that the vessel already being well behind schedule and the unknown time it would take to arrange the lay berth it was not a viable option. .

20th December - The bunker barge did not arrive before the vessel had to leave ECT terminal. The vessel sailed to Le Havre. BNKLDN investigated sourcing bunkers at Le Havre. OW thought that they could charter a barge and maybe get

to the vessel around midnight on 21st Dec/early hours 22 Dec. However the vessel's etd was the early hours of 22nd Dec. The vessel was already behind schedule and needed to leave soonest and could not wait. (There may have been some berth issues here, but we are not clear of this fact). I understand that any delays may have impacted on the port new year holidays. We also ran into a problem as the port was suffering from strikes, we managed to order some LSMGO, however this was cancelled by the supplier due to the strike action

23rd December: We checked the situation and found that the vessel will not have sufficient LSFO on board to reach NYC where we have arranged LSFO and LSMGO replenishment. We would greatly appreciate your assistance in requesting a waiver from the USCG in this respect.

I have also attached various emails to support this matter, note some pages are blank as I scanned both sides of the documents. I have also included the EPA's web address below. Let me know if you need any further information.

<http://www2.epa.gov/sites/production/files/documents/fondinstructions.pdf>

Best Regards

Andrew Monty
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From: Iori.Okuyama@mol-liner.com [mailto:Iori.Okuyama@mol-liner.com]
Sent: 23 December 2013 06:48
To: Miguel.Rodriguez@mol-liner.com
Cc: BNK London; Tony.Law@mol-liner.com; Andrew Monty; Robert Law; HK_FUEL_SUPPLY; EUBNK@mol-europe.com; PA_PTYLMR-EW@mol-liner.com; EUOPE; Rene.Hoogendam@mol-liner.com; Peter.Dubbeldam@mol-liner.com; Wim.Vingerling@mol-liner.com
Subject: RE: <APX> MOL Efficiency non-supply LSFO & LSGO at Rotterdam

To: PVOC Mr. Miguel
Fm: HK_FUEL I.Okuyama

Dear Miguel san,

Regret to inform you that we have failed to supply LSFO & LSGO for MOL Efficiency at EU side due to barge delay at Rotterdam and strike at Le Havre.

And the vessel already sailed out from Le Havre with less ROB of LSFO. So we expect that the vessel have to consume HFO in ECA.

In this connection, would you please communicate with master of MOL Efficiency regarding notification of non-availability of compliant LSFO in ECA?

Meanwhile, we have placed following bunker order in Bunker Plaza for bunkering at New York.
@New York ETA 30th Dec.

LSFO (max 1.0% sulfur) : 2200mt
LSGO(max 0.1% sulfur) : 150mt

Thank you for your support.

Best Regards,
Iori Okuyama
Senior Manager
HKHKGLMRSP / FO Management Desk Asia
Marine Operation
MOL Liner Ltd.
TEL: (852) 2823 6811
Mobile: (852) 9304 5260
Website: www.molpower.com

From: Tony Law - HKHKGLMRSP
Sent: Monday, December 23, 2013 9:29 AM
To: ANDREW MONTY; ROBERT LAW; HK_FUEL_SUPPLY; MOL EUBNK; PA_PTYLMR-EW
Cc: BNK London
Subject: RE: Ref vessel "MOL Efficiency" non-supply at Rotterdam

Dear Andrew/Robert

Thanks for your mail.

We are no such experience for such matter, please kindly apply for waiver.

We will place the new order at New York (same order at Rotterdam) soon.

Best Regards
Tony Law
Marine Executive
Marine Operation
MOL Liner Ltd
Tel: (852) 2823 6872
Mobile: (852) 9687 3109
Website: www.molpower.com

From: Andrew Monty [<mailto:Andrew.Monty@mobsel.com>]
Sent: Monday, December 23, 2013 3:42 AM
To: ROBERT LAW; HK_FUEL_SUPPLY; Tony Law - HKHKGLMRSP; MOL EUBNK
Cc: BNK London
Subject: Re: Ref vessel "MOL Efficiency" non-supply at Rotterdam

Tony,

Further to Robert's email, we will investigate with the US Coast Guard and our agent the process to apply for a waiver. If you or any of your colleagues have experience of this matter please let us know as soon as possible. Due to the Xmas holidays we must work quickly to resolve this matter.

Regards

Andrew

E-mail sent from a Mobile Device

----- Original message -----

From: Robert Law

Date: 22/12/2013 14:22 (GMT+00:00)

To: HK_FUEL_SUPPLY , Tony.Law@mol-liner.com

Cc: BNK London

Subject: Ref vessel "MOL Efficiency" non-supply at Rotterdam

Tony

As you may be aware the above was not supplied with either HSFO or Gas Oil at Rotterdam. We tried to swap the supply to Le Havre but due to a strike this was not possible.

We will now have to supply vessel at New York. However the vessel will not have LSFO on arrival at US ECA so we will have to apply for a waiver.

Can you please check with vessel to ascertain what the absolute minimum LSFO is required to perform full voyage back to Europe. Finally can you also check how much and where Gas Oil is required (can she leave this until return to Rotterdam?).

We need this info for New York opening tomorrow.

Regards

Robert Law

Sent from my iPhone

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